

## Message Text

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73

ACTION IO-13

INFO OCT-01 AF-08 ARA-06 EUR-12 EA-07 ISO-00 NEA-10 EB-07

COME-00 TRSE-00 CIAE-00 DODE-00 PM-04 H-02 INR-07

L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02 SS-15 USIA-06

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FM USMISSION USUN NY

TO SECSTATE WASHDC 7001

INFO AMEMBASSY ASUNCION

AMEMBASSY BRUSSELS

AMEMBASSY ABIDJAN

AMEMBASSY KINSHASA

AMEMBASSY LIBREVILLE

AMEMBASSY LONDON

AMEMBASSY LUSAKA

AMEMBASSY LUXEMBOURG

AMEMBASSY THE HAGUE

AMEMBASSY MADRID

AMEMBASSY PARIS

AMEMBASSY PRETORIA

AMCONSUL CAPE TOWN

AMCONSUL HONG KONG

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E.O. 11652: N/A

TAGS: PFOR, UN, RH

SUBJECT: RHODESIAN SANCTIONS: AFFRETAIR

FOLLOWING IS TEXT OF UK NOTE OF APRIL 9 TO UN SANCTIONS  
COMMITTEE:

QTE

NOTE TO THE COMMITTEE ESTABLISHED IN PURSUANCE OF SECURITY

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COUNCIL RESOLUTION 253 (1968)

THE GOVERNMENT OF THE UNITED KINGDOM, WITH REFERENCE TO THEIR NOTE OF 28 NOVEMBER 1975, WISH TO INFORM THE COMMITTEE THAT THEY HAVE NOW RECEIVED FURTHER INFORMATION CONCERNING THE ACTIVITIES OF THE COMPAGNIE GABONAISE D'AFFRETEMENTS AERIENS (AFFRETAIR), BP 484 LIBREVILLE: AN AIRLINE REGISTERED IN GABON BUT KNOWN TO BE OPERATING FOR THE BENEFIT OF SOUTHERN RHODESIA.

AFFRETAIR, ALTHOUGH REGISTERED IN GABON, IS IN FACT A COVER ORGANISATION FOR THE RHODESIA AIRLINE AIR TRANS-AFRICA (ATA) AND IS CONTROLLED FROM SALISBURY BY THE DIRECTOR OF ATA, MR JOHN VICTOR ("JACK") MALLOCH. AFFRETAIR HAS NO INDEPENDENT EXISTENCE AND ITS AIRCRAFT AND STAFF ARE THOSE OF AIR TRANS-AFRICA. IN RECENT MONTHS THE COMPANY HAVE EXTENDED THEIR ACTIVITIES AND AFFRETAIR AIRCRAFT HAVE BEEN OBSERVED USING THE FACILITIES OF A LARGE NUMBER OF AIRPORTS AROUND THE WORLD.

AFFRETAIR OPERATES AT LEAST FIVE AIRCRAFT: TWO DC8S, REGISTRATION NUMBER TR-LVK AND TR-LQR: TWO DC7S AND ONE CL44, REGISTRATION NUMBER TR-LVO. THESE AIRCRAFT HAVE BEEN OBTAINED FROM A NUMBER OF SOURCES. THE MOST RECENTLY ACQUIRED DC8 WAS PURCHASED FROM POMAIR OF BELGIUM. THE CL44 WAS PURCHASED LATE IN 1975 FROM CARGO-LUX OF LUXEMBOURG AND PLANES HAVE ALSO BEEN OBTAINED IN THE UNITED STATES.

AFFRETAIR AIRCRAFT OPERATE REGULARLY ON A NUMBER OF ESTABLISHED ROUTES. THEY ARE ALL FREIGHT CARRIERS ALTHOUGH A FEW PASSENGERS HAVE BEEN SEEN ON CERTAIN PLANES. THE DC8S OPERATE THE LONGER ROUTES, FLYING FROM SALISBURY FIRST TO LIBREVILLE OR ABIDJAN WITH CARGOES OF RHODESIAN MEAT, AND THENCE TO AMSTERDAM VIA PALMA DE MALLORCA. FREIGHT LOADED IN AMSTERDAM DESTINED FOR RHODESIA IS CONSIGNED TO LIBREVILLE AND THEN OVERCARRIED. FROM AMSTERDAM CERTAIN FLIGHTS OPERATE TO ASUNCION, RETURNING VIA LIBREVILLE WITH CARGOES OF MEAT FROM SOUTH AMERICA. THERE ARE ALSO REGULAR FLIGHTS TO JOHANNESBURG. THE CL44 OPERATES ON THE SHORTER ROUTES, CARRYING CARGOES OF FRESH MEAT TO DESTINATIONS WITHIN AFRICA. IT HAS FREQUENTLY BEEN SEEN UNLOADING MEAT AT THE AIRPORTS OF LUBUMBASHI IN LIMITED OFFICIAL USE

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ZAIRE AND FRANCEVILLE AND PORT GENTIL IN GABON.

AFFRETAIR HAS ALSO UNDERTAKEN CHARTER WORK FOR OTHER AIRLINES AND IN MANY CASES THESE OPERATIONS HAVE BEEN SUBSIDISED BY THE ILLEGAL REGIME IN RHODESIA TO MAKE THEM COMPETITIVE. UNDER CHARTER TO SABENA, AFFRETAIR AIRCRAFT HAVE BEEN SEEN IN BRUSSELS, GENEVA, ZURICH, PALMA DE MALLORCA, KANO, LAGOS AND KIGALI. UNDER CHARTER TO AIR FRANCE, THEY

HAVE BEEN SEEN IN PARIS (ORLY), GENEVA, ZURICH, PALMA DE MALLORCA, POINTE A PITRE (GUADALOUPE), LAGOS, NAIROBI, DJIBOUTI, DUBAI AND KARACHI.

FOR MAINTENANCE, THE DC8S FLY TO CHARLES DE GAULLE AIRPORT IN PARIS WHERE THEY ARE SERVICED BY THE FRENCH AIRLINE, UNION DE TRANSPORTS AERIENS SA (UTA). THE CL44 IS MAINTAINED BY THE SUPPLIERS, CARGO-LUX, WHO ALSO PROVIDE CREW TRAINING IN LUXEMBOURG. THE SAME FIRM SUPPLIED SPARE PARTS AND ENGINEERING ASSISTANCE WHEN THE CL44 WAS DAMAGED IN A LANDING ACCIDENT IN THE LATTER PART OF 1975, AND HAVE ALSO SUPPLIED A REPLACEMENT ENGINE FOR THE PLANE.

THE STAFF OF AFFRETAIR, INCLUDING OPERATIONS AND MANAGEMENT STAFF, NUMBER BETWEEN 125 AND 150. THIS NUMBER INCLUDES 50-60 PILOTS, 15-20 FLIGHT ENGINEERS AND ABOUT 30 GROUND ENGINEERS. SOME CREWS ARE KEPT IN AMSTERDAM BUT THE MAJORITY ARE BASED IN PALMA DE MALLORCA. ALL STAFF ARE OF EUROPEAN EXTRACTION AND ARE MAINLY OF RHODESIAN, SOUTH AFRICAN OR BRITISH NATIONALITY, BUT THERE ARE ALSO A FEW FROM FRANCE; THE FEDERAL REPUBLIC OF GERMANY AND THE UNITED STATES. ANY BRITISH NATIONALS EMPLOYED BY AFFRETAIR, AND WHO ARE KNOWN TO THE GOVERNMENT OF THE UNITED KINGDOM, ARE SUBJECT TO PASSPORT AND TRAVEL RESTRICTIONS.

APART FROM THE OFFICE IN LIBREVILLE, WHICH IS THE OSTENSIBLE HEADQUARTERS OF THE COMPANY, AFFRETAIR HAVE PERMANENT REPRESENTATIVES IN PARIS, AMSTERDAM, PALMA DE MALLORCA AND JOHANNESBURG. THE AFFRETAIR REPRESENTATIVE IN PARIS IS M CLAUDE MILAN. IT WAS M MILAN WHO ARRANGED THE PURCHASE OF A DC8 FROM POMAIR AND HE IS ALSO RESPONSIBLE FOR NEGOTIATING MUCH OF THE CHARTER WORK. IN THIS LATTER CAPACITY HE APPROACHED THE DEPARTMENT OF TRADE IN THE UNITED KINGDOM IN LIMITED OFFICIAL USE

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OCTOBER 1975 TO SEEK PERMISSION FOR AN EXTENSION OF AFFRETAIR OPERATIONS TO HONG KONG, BUT WAS ADVISED THAT THE UNITED KINGDOM GOVERNMENT WOULD HAVE NO DEALINGS WITH AFFRETAIR. ANOTHER IMPORTANT AFFRETAIR CONTACT IN PARIS IS M MAX DUMAS OF THE OFFICE RHODESIEN D'INFORMATION, 3RD FLOOR, 110 RUE DE LA BOETIE. AFFRETAIR'S MANAGER IN AMSTERDAM IS MR BEN BARTO AND IN PALMA DE MALLORCA THE COMPANY'S AFFAIRS ARE HANDLED BY ESTELAIR, RUN BY MR TONY ESTELA.

THE ACTIVITIES OF AFFRETAIR ARE VITAL TO THE ILLEGAL REGIME IN SALSIBURY, SINCE BY ITS CONSIDERABLE EXPORTS OF RHODESIAN MEAT AND BY ITS CHARTER ACTIVITIES FOR OTHER AIRLINES, AFFRETAIR IS A MAJOR EARNER OF FOREIGN CURRENCY WHICH THE ILLEGAL REGIME NEED IN ORDER TO PAY FOR THEIR CLANDESTINE IMPORTS.

THE GOVERNMENT OF THE UNITED KINGDOM SUGGEST THAT THE COMMITTEE ESTABLISHED IN PURSUANCE OF SECURITY COUNCIL RESOLUTION 253 (1968) MAY WISH TO ASK THE SECRETARY-GENERAL TO BRING THE ABOVE INFORMATION TO THE ATTENTION OF THE GOVERNMENTS OF BELGIUM, FRANCE, GABON, IVORY COAST, LUXEMBOURG, THE NETHERLANDS, PARAGUAY, SPAIN AND ZAIRE SO THAT THOSE COUNTRIES MAY TAKE SUCH ACTION AS MAY BE NECESSARY TO PREVENT AFFRETAIR AIRCRAFT OPERATING WITHIN THEIR TERRITORIES TO THE BENEFIT OF SOUTHERN RHODESIA, AND TO ENSURE THAT PERSONS AND FIRMS WITHIN THEIR TERRITORIES DO NOT, BY ACTIVITIES IN CONNECTION WITH AFFRETAIR, RENDER DIRECT OR INDIRECT ASSISTANCE TO THE ILLEGAL REGIME.

THE COMMITTEE MAY ALSO WISH TO ASK THE SECRETARY-GENERAL TO DRAW THE ABOVE INFORMATION TO THE ATTENTION OF ALL MEMBER STATES WITH THE REQUEST THAT THEY DENY USE OF THEIR AIRPORTS AND ENTRY INTO THEIR AIR-SPACE TO AFFRETAIR AIRCRAFT BECAUSE OF THEIR ACTIVITIES ON BEHALF OF THE ILLEGAL REGIME IN SOUTHERN RHODESIA.

THE GOVERNMENT OF THE UNITED KINGDOM ALSO WISH TO INFORM THE COMMITTEE THAT IN JULY 1975 MR D J B FLETCHER, COMMERCIAL DIRECTOR OF AFFRETAIR, ACCOMPANIED BY THE CHIEF PILOT, CAPTAIN C T MILLER, APPROACHED THE CIVIL AVIATION AUTHORITIES IN HONG KONG ABOUT THE POSSIBILITY OF MAKING LIMITED OFFICIAL USE

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NON-SCHEDULED CARGO CHARTER FLIGHTS FROM HONG KONG. PERMISSION WAS SOUGHT FOR FLIGHTS FROM HONG KONG TO AMSTERDAM ON 6 SEPTEMBER AND FROM HONG KONG TO LAGOS ON 7 OCTOBER. IN KEEPING WITH THE TERMS OF THE SECRETARY-GENERAL'S NOTE OF 31 DECEMBER 1973, PERMISSION FOR THESE FLIGHTS WAS REFUSED.

THE COMMITTEE MAY ALSO WISH TO ASK THE SECRETARY-GENERAL TO DRAW THIS FURTHER INFORMATION TO THE ATTENTION OF ALL MEMBER STATES SO THAT, IN ACCORDANCE WITH OPERATIVE PARAGRAPH 5(B) OF SECURITY COUNCIL RESOLUTION 253 (1968), THEY CAN TAKE ALL POSSIBLE MEASURES TO PREVENT THE ENTRY INTO THEIR TERRITORIES OF MR FLETCHER AND CAPTAIN MILLER AND ALSO MR MALLOCH AND HIS CO-DIRECTOR, BRIGADIER ANDREW DUNLOP. MR MALLOCH WAS BORN 8 OCTOBER 1920 AT DURBAN, SOUTH AFRICA, AND MAY BE TRAVELLING ON A SOUTH AFRICAN PASSPORT. BRIGADIER ANDREW DUNLOP DSO WAS BORN AT CALICUT, INDIA, ON 2 FEBRUARY 1907. DESMOND JOHN BAIN FLETCHER WAS BORN ON 21 OCTOBER 1943 AT SALISBURY, RHODESIA, AND CAPTAIN COLIN THOMAS MILLER WAS BORN ON 28 FEBRUARY 1935 AT BULAWAYO, RHODESIA. UNQTE  
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